

MARINA



SAFETY & HEALTH CONCERNS

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OSHA Consultation

271-8590

WHICH STANDARD?



- 29CFR 1904 Recordkeeping
- 29CFR 1910 General Industry
- 29CFR 1915 Shipyard Employment
- 29CFR 1917 Marine Terminals
- 29CFR 1918 Longshoring
- 29CFR 1926 Construction

Most Frequently Cited 2008

- 1. Hazard Communication
- 2. Guarding Floor & Wall Openings/Holes
- 3. Powered Industrial Trucks
- 4. Respiratory Protection
- 5. Electrical Wiring Components
- 6. Exit Routes
- 7. Overhead & Gantry Cranes

OSHA's Penalty Structure

Willful Violation up to \$70,000, not < \$5000

Repeat Violation up to \$70,000 each

Serious Violation up to \$7,000

Failure to Correct up to \$7,000 each day

Willful Resulting in fatality up to \$10,000
fine or up to 6 months prison, or both,
second conviction double amounts

OSHA's Penalty Structure (con't)

Making a false statement or falsifying records, fine of up to \$10,000 or imprisonment for up to 6 months, or both

Posting Requirements, fine up to \$7,000 for each violation



5(a)(1) General Duty Clause Violations since 2000

- 3 employees were setting support blocks under the keel of a 30 foot power boat. The boat was on 3 support stands, 2 flathead stands on the stern and a "V" shaped stand for the bow. When the boat was lowered from the transport trailer the 3 employees went under the boat to set support blocks. One stand dislodged and the boat dropped crushing an employee.

5(a)(1) Cont'd

- Two yard hands were exposed to potential fatal crushing hazards due to lack of safe operating procedures for readjustment of boatstands.
- Employees were not wearing high visibility vests, and hard hats, and did not utilize warning signs and slow/stop paddles when moving equipment from the marina yard to a yard across a highway.

5(a)(1) Cont'd

- Employees who were required to inflate tires on a front-end loader were not instructed in safe procedures (no pressure gauge, no cage).
- The right front post on a boat hoist structure was rotten exposing employees to being struck by the winch, motors, boats or parts should the structure collapse.

5(a)(1) Cont'd

- Employees were riding the forks of a forklift to put on boat covers.
- Employees were riding a forklift platform to reach elevated areas. The platform had low guardrails, no mid-rails, and no access gate (one side open).
- Employees on an elevated forklift platform were using a harness and lanyard for fall protection clipped to a welded eye-hook on the forklift. (w/o manufacturer approval)

Two Additional Fatalities Since 2000

- Employee stepped off a 23 ft sailboat to fill its tank, slipped and hit his head on a dock cleat and fell into murky water.
- Employee was attempting to remove a 40 ft pontoon boat from a lake. While backing down a ramp, the truck rolled out about 40 ft into the lake, 15 feet deep, Employee drowned trying to swim to shore.

Major Safety Concerns for Boatlifts

- Nylon Slings: proper load rating, visual inspection before use, use chine and keel pads to protect the sling from sharp edges.
- Wireless Remote Lifts: safer, allows operator to move around the boat and observe possible obstructions.
- Load Ratings: posted and listed on all lift components. Load must be evenly distributed.

Major Safety Concerns for Boatlifts

- Electrical O/H Power Line Safety; train employees and post warnings at O/H line locations.
- If a line is contacted, stay in the lift until power is shut down if possible. If you must exit, jump clear as far as possible and shuffle away keeping feet close together.

